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TO write a competent history of the intellectual development of India under British rule, and to compare its present political and social condition with that of the period of the Mahābhārata or of the Mogul Emperors, would require the industry of a Buckle in collecting facts and the impartiality of a Lecky in their employment. The Bengali gentleman, whose efforts in this direction may be accepted as a highly promising result of the new civilization which has created him and made him possible, has attempted, in the third volume of his work, to give some idea of the nature and operation of the influences which have affected the Hindu intellect under British rule. His treatise is interesting and suggestive, but is too superficial to be convincing. It contains much which deserves, and which, indeed, has already received, the attention of the rulers of India, and its chief defect is a failure to realize the conditions under which the English administration is compelled to work, and the slow and cautious manner in which all reforms, however theoretically desirable, must be applied to a community so ancient, conservative, and heterogeneous as that of India. The inability which is likewise characteristic of the Irish politician to accept compromises, to take a sensible view of what is practical in politics, and to make the best of conditions that can never be ideally perfect, is everywhere apparent in Bengali literature, throughout which a plaintive strain of sentimental trouble is constantly heard, and without it the Bengali would lose the greater part of his inspiration. Not that Mr. Bose is backward in acknowledging the great changes which have been effected and the advance made, through the persistent effort of the British Government to encourage both vernacular and English education, in the independence of character, the weakening of the influence of caste, the growth of rationalistic Hinduism, and the activity in every branch of human thought due to a free and unrestrained Press on which so many of the educated class find congenial employment. Nothing is more striking than the rapid spread of a knowledge of the English language in India, or shows more clearly the intellectual quickness of the people. We are accustomed to smile at the solecisms and extravagances of Baboo composition, but these are chiefly due to the unskilful choice of school and college text-books by the Educational Department. For conversational fluency, correctness of idiom, and absence of accent, the average Bengali clerk is far in advance of educated Frenchmen or Germans. When it is remembered that English education in India can hardly be said to be of earlier date than Lord Macaulay's Minute and Lord William Bentinck's Resolution of 1835, and that it was not till 1854 that their policy was finally adopted by the Home Government in the Despatch of the Court of Directors, and when we consider the inadequacy of the means at the disposal of the Government when compared with the vastness of the population, the progress made is so astonishing as to suggest that, in the near future, English will become the universal medium of intercourse between educated persons throughout our Indian Empire.

It may well be doubted whether the strenuous efforts of the Government to raise and educate the people by the means of the language, the science, and the social and political methods of the West will not materially add to the administrative difficulties. Certainly this is the case at present; and a careful perusal of Mr. Bose's melancholy survey of the effects of English influence is calculated seriously to disquiet those who have imagined that the assimilation by India of English civilization is altogether a pleasant and advantageous process. But, according to our author, every good

intention of the Government fails in its execution, and every onward step in social, political, or industrial progress is attended by some drawback. All the fair fruit which England benevolently offers to the Indians turns to dust and ashes in their mouths. If Mr. Bose has studied the history of civilization in other parts of the world, he must be aware that no political or economic change is effected without much loss and anguish. Every reform is carried out at the expense of some classes who have been nourished on the abuse which has been swept away, or whose organism is unfitted to struggle successfully with the new order of things. The snake does not free itself from its worn-out skin without considerable discomfort and trouble. Friction is the necessary attendant on motion, and if India is to advance and take the place in the modern world to which she is entitled by her resources and the natural ability of her people, the process must be a painful and an anxious one. It can only be successful if it be directed by a Government sufficiently strong to resist the pressure of eager reformers, like Mr. Bose, who do not understand that all true progress must be slow, gradual, and cumulative, and that haste merely leads to revolution and destruction.

It is those who have received most from the Government who are naturally the most dissatisfied. The highly trained English-speaking Indians, who have, for the most part, received a free education, and whose numbers are, each year, increasing, experience great difficulty in obtaining employment which they consider suitable. Large numbers take clerkships and practise at the Bar; but Government service is the profession most in request, and it is obvious that it is only a small minority who can be thus provided for. We have created an educated class whom we are unable to satisfy, and whose clamour becomes each year louder and more importunate. The exclusiveness of the English Government is their constant theme, as it is the argument of Mr. Bose's treatise. They desire all offices to be thrown open to them in every department; simultaneous examinations for the Civil Service in England and India; military colleges for the training of officers, and many other demands which are incompatible with the continued administration of the country by the English. Mr. Bose lays great stress on the fact that the Mogul emperors employed Hindus as generals, Ministers, and governors; while two of Akbar's wives and six of Jahangir's were Hindu princesses. But he omits to note that these ladies were taken by force, and did not voluntarily enter Muhammadan harems; while the Moguls necessarily employed Hindus in the high offices of State for the reason that they were better educated and represented a higher civilization than their own. The English Government administers India on principles which only those can thoroughly appreciate who have received a training in England; and if this condition is prohibitory to many Indians who aspire to enter the highest grade of the Civil Service, owing to expense and caste regulations, the Government is in no way to blame. The Civil Service is freely open to all who can comply with what is a necessary condition of enrolment. With regard to the army the case is different. Whatever Bengali critics may advance, there is no doubt that a regiment of Indian soldiers led by English officers is a far more formidable fighting machine than one not so commanded; and, as the Government has not only to maintain internal tranquillity but to defend India against all comers, it must continue to prefer efficiency to sentiment. At the same time it is desirable, in the highest degree, to employ, as commissioned officers, Indian gentlemen of family, belonging to the warlike races of Northern and Central India. This matter should be earnestly considered by the Indian Government, and in the new contingents of native princes, and in an auxiliary and reserve force, which requires large and early development, there should be room for a large number of such officers who might hold positions of command, equal in honorary rank to those filled by Englishmen. The example of Russia in this particular is held up for imitation; but, as a matter of fact, the number of Muhammadan officers of a high grade in the Russian army is extremely small.

Nor is there any reason to believe that the native

officers of the Indian army are conscious of any grievance. Bengali critics, who know nothing of the army or its sentiments, may evolve discontent out of their imaginations, but there is no shadow of rivalry between the English and native officers of an Indian regiment. They are friendly, but apart. The native officers know perfectly well that the men most willingly follow English officers in action, and they themselves prefer an English to a native commanding officer. The *resalddr* or the *subhaddr* of a native regiment is a very important person: the English officers neither interfere with his promotion nor his dignity, while native commanders would injure both. So the existing system is popular, and possibly more popular than any closer amalgamation of English and Indian officers would be.

The most urgent want of India is the development of the natural resources of the country and the improvement of agriculture, to which little systematic attention has been paid. What is needed is technical education in physical science and manufacturing processes. If, instead of filling the heads of weak and impressionable young men with rhetorical and metaphysical rubbish, much as the Chinese confine the education of their students to the platitudes of Confucius, the Government were to teach the Hindu youth to use their hands as well as their brains, and to excel in industrial pursuits instead of whining over English competition, we should soon see an improved order of things. For £100,000 per annum five hundred young men might be maintained by the Government in England as scholars and apprentices in mills, workshops, manufactories, and mining and agricultural colleges, and the money would be well laid out. Thus alone can the educated youth of India be persuaded that his political grievances have no real existence. At the present time he is, in person and the expression of his opinions, more free than the citizen of any country in Continental Europe, and he has a far better chance of obtaining honourable employment in the service of Government than was possessed two generations ago by any Englishman who did not belong to a wealthy or aristocratic family.

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By James H. Wylie, M.A. London: Longmans.
1896.

IT is difficult to write with patience of an author who deliberately spoils a good piece of work by protracting it to a wholly unnecessary length, and by serving it up in a preposterous style. The reign of Henry IV. is one of the more neglected corners of English history, and Mr. Wylie was highly to be praised for setting to work to put together all the minor authorities from which the very short chronicles of the time can be expanded and made clear. He has collected much useful material from foreign archives, local archæological societies' publications, and the recently published English records which supplement the invaluable Rymer. But, like some other authors that we could name, he has lost himself in the wilderness of secondary sources, and fallen into that hateful heresy which consists in the insertion of unimportant and uninteresting facts merely because they are new. Mr. Wylie apologizes in the preface to this, his third, volume for having been unable to compress the whole reign into less than four volumes. We can only observe that he might have carried out his scheme in two if he had possessed the art of keeping to the point. In the present volume only the very unimportant years 1407-1410 are contained, but the author runs on to a length of nearly five hundred pages, by dint of including not merely long dissertations (which may perchance be defended) on craft-guilds and miracle plays, but by narrating at great length the course of the Great Schism, of the Burgundian and Orleanist feuds in France, and of the rise of the Hussite movement in Bohemia. Each of these subjects occupies whole chapters in which England is barely mentioned. In a rationally written history of the reign of Henry IV. they frequently would have to be alluded to, but they certainly should not be described in such tedious detail.

The second and still more exasperating fault of Mr.

Wylie is that of writing his book in a tongue which has never existed, a most pronounced specimen of Wardour-Street English. He employs not the comparatively harmless and intelligible form of that language which Mr. William Morris popularized twenty years ago, but an uncompromising and archaic dialect of his own, every word of which is drawn from authors contemporary with the times that he describes. Whenever he uses an unintelligible term he appends a note giving not its meaning, but a list of the fourteenth or fifteenth century writers who employed it. The result is irritating to the last degree. What can the reader make of the statement that "Owen was a fugitive lurking in hems and hawks" (p. 269), when all the aid given him is a note to state that "hern" is used by Chaucer, Hoccleve, and Piers Ploughman, and "hawk" by Chaucer and Higden? What profit is it to learn that Master Richard Clitherow made large purchases of spikings, osmund-goats, stirrups for balistas, elkhorns, blanchbords, scoop-pots, calaber wisps, slofhouses, cotton-candles, and hoists, for the garrison of Calais (p. 307), if we are not informed of the nature of those strange commodities? We doubt if there are fifty persons in England who could read the list with understanding. In the same way, we find ourselves confronted on almost every page with strange folk—"billetes" (p. 57), "lodesmen" (p. 249), "idle men" (p. 170), "bowlwives" (p. 91), "broggers" and "dubbers" (p. 187), "contekours" (p. 206), "benets" (p. 219), "tribblers" and "subtribblers" (p. 220), "barkers" (p. 153), and "palisars" (p. 154), whose occupations the ordinary reader cannot fathom for want of the assistance that should have been given him.

For a specimen of Mr. Wylie at his worst the following paragraph, describing the first scene of a miracle play of the Passion, may serve as a sample:—"At one street-corner was Adam with his lickerous wife, both naked and all bare. At another Noah 500 years old, and out of quart, with his legs beginning to fold for fegginess of age, shedding his gown to work in his coat for 100 years at the Ark. When his wife will not come in without her gossip, he pulls her in, and gets a clout for his pains, ere she will let be her din. Then for a twelvemonth but 12 weeks they feed the fowls and the cattle. After this they cast the lead to see if the water is waning; they give the Crow, the Dove, the Rainbow, and Hills of Hermonye, till the beasts are unbraced and the barnes with their wives go out in God's blessings."

The reader might think that we have been unfair to Mr. Wylie in quoting a passage where much of the diction is taken straight from original documents, so we subjoin another, where the author is speaking in his own person (p. 313):—

"This very plan had been worked out ten years before in a special tract by John Purvey, the inseparable companion of Wycliffe. But the churchmen had stood the brunt before, and the lay fee might go pipe in an ivy leaf, for anything they would give up. The Prince was on their side, and the scheme was al-to-squat."

The most astonishing thing in Mr. Wylie's style, however, is to find these absurd archaisms side by side with the most modern colloquial phrases. Two popes (on p. 336) "go ricochetting about the Gulf of Spezzia"; Leonardo Bruni (on p. 341) "revels in the anticipation of a rattling feast"; Benedict XIII. (on p. 342) "bolted suddenly in a galley, with four of his cardinals."

Yet when all is said against the manner in which this book is compiled, and the phrases with which it is interlarded, we are quite ready to allow that it has added some useful facts to our knowledge of English history. The later operations of Prince Henry against Owen Glendower, the campaign of Bramham Moor, and the dealings of Archbishop Arundel with the University of Oxford are better told than in any other book. Still more valuable are the chapters which cast light on one of the darkest places in our history—the obscure annals of the English rule in Gascony. Few are aware that the French launched a great expedition against Bordeaux in 1406, and almost made an end of the Duchy of Aquitaine. It was only the loyalty of the Bourdelois and their neighbours that saved the land, for of English troops there were but sixty men-at-arms and 120 archers on the spot.

Charles d'Albret and Louis of Orleans swept all along the Dordogne, and captured towns and castles by the score, till they were at last checked by the splendid defence of the town of Bourq. The Gascon garrison, helped by only two or three English volunteers, held out from October 1406 to January 1407, though help from outside seemed as if it would never arrive. They were saved at last by a fleet partly of English, partly of Bordeaux ships, under Andrew Mankanhan and Bernard de Lesparre, who, after a two days' fight, drove off the French squadron, brought provisions into the place, and so disheartened the besiegers that the Duke of Orleans burnt his camp and marched away. The net result of his campaign had been to throw back the English frontier on the north-east, but not to shatter the line of defence which covered Bordeaux. For well-nigh fifty years more the three leopards were to float above that loyal city. The Armagnac and Burgundian feud was just about to break forth, and when once civil war had begun France had no leisure for offensive operations against Guienne.

All these events the reader will find set forth with much detail and considerable force and fire in Mr. Wylie's pages. We have never before seen them narrated at length, and are fully conscious of the obligation that we owe him. If only the rest of his book had been equally to the point, and told in an equally simple and forcible style (Chapter LXVIII. contains no appreciable infusion of either archaisms or modern slang), we should have had nothing but praise to bestow upon it.

TWO BOOKS OF TRAVEL.

"Rambles and Studies in Bosnia-Herzegovina and Dalmatia." By Robert Munro, M.D., Secretary to the Society of Antiquaries of Scotland. London: William Blackwood & Sons. 1895.

"The Last Cruise of the Miranda: a Record of Arctic Adventure." By Henry C. Walsh. The Transatlantic Publishing Co. 1895.

DR. MUNRO'S learned work on the "Lake-dwellings of Europe" has given him high rank as an ethnologist and archaeologist, and it won him flattering testimonials from the Continental *savants*. Consequently it was but natural he should be invited to the Congress of Anthropologists which assembled at Saravejo in the summer of 1894. The result of his visit is an entertaining and instructive volume in which the popular and scientific elements are very happily blended. To the generality of readers the chief attraction will consist in the picturesque descriptions of a singularly romantic country, and of a mixed population professing creeds which still preserve much of the simplicity of their primitive manners and customs, and of the marvellously beneficial changes which have been introduced during the brief period of Austrian administration. The lawless territory of Bosnia-Herzegovina only submitted to its civilized masters after a severe and sanguinary struggle in which the Austrians lost 5,000 men. The military forms of government in force for four years had resulted in an abortive revolt. Then Herr von Kallay was permitted to try milder measures. Dr. Munro bestows the highest praise on his statesmanlike methods. He gradually introduced local government. He travelled the country, examining its capabilities, conversing with the notables, listening to grievances, and promising redress. He promulgated an administrative code of laws which satisfied the exigencies of a most complicated situation. He opened up a country, hitherto almost inaccessible, with 3,000 miles of road and 500 miles of rail. Above all, with a strong military force at his back, he sternly repressed all manner of violence, and put an end to the fierce hereditary feuds. Five and twenty years ago these wild highlands were the scenes of perpetual civil broils. Each gorge which led from the hill towns to the plains or the sea was a robber-fastness, and no man went abroad without his weapons. Now the petty tyrants of their neighbourhoods are peaceful subjects; the antiquated guns and yataghans are hung up on the walls, and brigandage is so absolutely a thing of the past that the tourist may go where he will with impunity.

Dr. Munro indicates the striking contrasts between

Bosnia and the Herzegovina. Both are mountainous. But the former is densely wooded on the lower hillslopes, and watered by a profusion of rushing streams. Herzegovina, on the contrary, is arid and sterile; the streams disappear beneath the thirsty chalk, and the fertility is limited to alluvial plains in the valleys, which are so many oases in the desert. It will be seen that the landscapes are singularly picturesque, and they are described in picturesque language. The old bridle tracks which have been replaced by excellently engineered roads pass through a succession of natural fortresses. There was no difficulty in selecting advantageous defensive positions for the towns and villages; castles crown the heights and command the narrow gorges; there are bridges and ancient water-mills in the foregrounds which would gladden the soul of the artist. Nor are the scenes in such populous cities as Saravejo less impressive to the Western visitor. The minarets of scores of mosques rise above the roofs of Christian churches. The new quarters, with their handsome public buildings and dwelling-houses, contrast with the labyrinths of gloomy lanes which gave every opportunity to robbery and murder. The bazaars, with their booths and subdivision into quarters, remind the traveller of those of Cairo or Stamboul. They are filled with a crowd of clamorous buyers, differing alike in features, bearing and costume. Under the safeguard of the strong military police, all goes forward orderly, if not peaceably; but the mingling of many races whose pedigrees it is difficult to trace indicates the scientific interest which attracted the Cosmopolitan Congress. Dr. Munro made the best use of the brief time at his disposal and indulged in many excursions. "Indulgence," indeed, we can hardly call it; for the fatigue was great, the heat intense, and the night quarters were often sufficiently rough. As for the commissariat, the travellers generally took the wise precaution of carrying their own provisions. But everywhere they found those wild, newly reclaimed mountaineers hospitable and courteous. Their drivers and guides were eager to impart all the information they possessed, and they had much to say of old traditions and of the romantic events in recent history which were deeply, and with good reason, impressed on their memories. As for not a few of the village girls who waited on the strangers, their beauty and their gentle manners were very striking. Dr. Munro's vivid and eloquent picture of Jablanica gives so good an idea of the characteristic beauties of Bosnia that we quote a few lines:—"It lies in the hollow of a rocky basin, in the midst of vineyards, orchards, clumps of green foliage, and patches of cultivated land. But it is in the contemplation of the surrounding amphitheatre of fantastic peaks, fringed with streaks of snow of dazzling whiteness, that the real grandeur of the locality comes home to one. In a glance the eye bounds from vegetative luxuriance to arid desolation." The egress from that sublime amphitheatre is by the grand defile of the Narenta; and nothing is more suggestive of the enterprise of the Austrian administration than the fact that their engineers, with incessant blasting, tunnelling, and bridging, have carried a railway along the precipices of the Narenta Gorge. Assuredly the line will pay, directly or indirectly, for it opens communications between the uplands and the Adriatic seaboard. In former days agricultural produce was worth little more than the time it took to get, which was valueless. We are told that a man would travel ten hours, going and returning, to sell an article worth a shilling. We cannot follow Dr. Munro in his explorations of the vast ruins of Diocletian's Salona, almost identical with the modern Spalato. Nor have we ventured to touch upon the scientific researches and disquisitions which are really the *raison d'être* of the work, for the field of speculation stretches far beyond our limits, and the most learned *savants* can only advance theories on subjects which suggest interminable controversies.

"The Last Cruise of the Miranda" is the humorously chequered romance of a signal failure. The "Miranda" was chartered with ambitious purposes by a mixed multitude of scientific and adventurous Americans. She was to penetrate to the highest Arctic latitudes, and to carry help and comfort to two expeditions gone astray

among the fies and the icebergs. Some of the party were set on discovery, some upon science, others upon sport. The sportsmen fared best in the end, for they really had some rough shooting. But in the multitude of counsellors there was anything but wisdom, and all the preliminary arrangements were consistently bad. The purser made a sad mess of the commissariat, and did not even provide a sufficiency of food. They shipped an elderly ice-pilot in the British colonies who knew nothing of his business, and who is likened by the lively chronicler to Jack Bunsby. The "Miranda" was a fragile iron steamer, and the experienced navigators of Nova Scotia and New Brunswick warned their visitors that they were tempting Providence. Perhaps it was only to be expected that they should nevertheless persevere. They began by colliding violently with an iceberg, and it was because they ran into a crumbling spur, instead of the mass, that they escaped going straight to the bottom. They put back for repairs, and got patched up. It was a much more serious affair when soon afterwards they ran upon a reef off the Greenland coast; for the ship's bottom was damaged—irretrievably, for there are no dry docks in those regions. If they could not find a craft to carry them home, they must resign themselves to be half-starved through a long winter among the Esquimo. They did succeed in sending messages to an American vessel, and ultimately made a bargain with her skipper, who behaved extremely well. But it was then that their sufferings may be said to have really begun; for the small fishing schooner was horribly overcrowded and indifferently found. The "Miranda," which had been taken in tow, filled and went down; so the friendly skipper got nothing for salvage, and, as the owners of the "Miranda" declined to pay for the undertaking made on their behalf, he and his humane crew are still seriously out of pocket. This little volume, which is exceedingly well illustrated, has been published with the idea of doing something towards liquidating the debt.

DUNDONALD.

"Dundonald." By the Hon. J. W. Fortescue. English Men of Action Series. London: Macmillan & Co. 1895.

THIS latest addition to a series which has met with much popular favour will not be less heartily welcomed than any of its predecessors. There is something so eminently human about Dundonald, he is so completely a boy in his impulsiveness, his want of prudence, in his unselfishness, and his utter disregard of persons, that we are drawn towards the wayward genius in a manner almost irresistible. Truly there can never have been a more typical man of action than he, nor one more fitted by nature to lead men. Of a magnificent physique, dauntless courage, acute observation, and quickest decision, he would have been elected a ruler at any period of the world's history, and would have been the hero of a Saga or epic poem in the days of spears and battleaxes, just as surely as he was an admiral in the days of steam and gunpowder. But few who know him only by popular tradition, until they have read this Life of him, will appreciate what an intellectual force and brain-power there was behind all the energy, and pluck, and resolution which made him famous as a seaman. Had he been brought up as a man of science the chances are that his name would be remembered as a most distinguished Fellow of the Royal Society. As a mechanical engineer he would equally have made his mark; and, as it was, the first steamer to cross the Atlantic was built under his direction. But fortune made him a sailor, and surely no one will rise from a study of his career without an impression that there can rarely have been a better. He owed much to the man who brought him up, though the process of education must have proved a trying one to him. In 1793 there were some rough characters in our navy. The first lieutenant of Cochrane's first ship was dressed as a common seaman when he received him on board. He had a marling-spike hung round his neck, a lump of grease in his hand, and he was busily engaged in setting up the rigging. He was called Jack Larmour, and had risen by sheer superiority of seamanship from the fore-castle

to the quarter-deck. Under the tuition of such a man Cochrane learnt every detail of his profession, and with his own hands, when an admiral, more than once carried out repairs which no other man on board could undertake. And it was thus that he could boast later on that he never gave a man an order which he could not have carried out himself if necessary. That was one secret of his power over the men, and the respect they felt for him; but it was only one of many, be it remembered, for he could map out a plan of operations as full of audacity and originality as one of Napoleon's, and could execute it with a resource and coolness that any one less than Napoleon might have envied. Then he had a sympathetic manner, and a personal charm which fascinated all his subordinates, and, finally, he was possessed of such astonishing muscular strength that he could have throttled any man on board who dared to disobey him. A hundred years ago this last qualification appealed more irresistibly to men than it does now, but even in these days a fine presence is not without value to a man who aspires to lead men to victory. And that he turned his advantages to account in an almost unsurpassed degree must be confessed. After the story of how he took the "Gamo," a frigate of thirty-two heavy guns, and three hundred and nineteen men, with fourteen four-pounders and fifty-four men, we can scarcely conceive of any feat more brilliant. But that blaze pales before his subsequent performance in the "Pallas." He lay in the mouth of the Garonne with but forty men on board, and was assailed by three French corvettes. He dashed straight at them, defenceless as he practically was, and such was the vigour of his onset that his three opponents fled, and ran themselves aground rather than stand up to his attack. Thus three corvettes, numbering between them fifty-four guns, deliberately committed suicide before a frigate herself in reality almost powerless. As Mr. Fortescue says, it is one of the curiosities of war. But it was in the West Indies, when he had been obliged to leave our service, that perhaps his brightest deeds were done. The cutting out of the "Esmeralda" was such an enterprise as Robert Louis Stevenson would hardly have ventured to attribute to one of his imaginary heroes. And had not Dundonald, or Cochrane, as he then was, been wounded and disabled from command, not only the "Esmeralda," but every Spanish ship in the harbour, would have been taken or destroyed. For Dundonald was like Napoleon, and was never contented with a victory when a rout was on the cards. There were no half-measures with him; he played for the highest stake, and did his work cleanly when he set his hand to it. But even this last exploit was eclipsed by that later one when with one ship he hunted a Portuguese fleet of thirteen men-of-war from Bahia to Lisbon, and left his second in command, Taylor, to burn four of them in the Tagus under the guns of a line-of-battle ship!

And then the tale is but half told, for thousands of troops were driven by him in disgrace after the men-of-war, while innumerable vessels and vast quantities of military stores were captured during the campaign, and that by a single ship, and without the loss of a single man! There is no parallel to such an achievement in the whole annals of war. Well might his opponents term him "el Diablo." And yet never was a life more nearly wrecked, and never were opportunities and deeds which might have redounded alike to the good of him who wrought them, and to his country's, more recklessly thrown away. For Dundonald, with all his genius, was often an absolute child in his behaviour towards his superiors, and allowed enthusiasm to run away with sober judgment—in everything save war. There he never let his intellect be obscured for a moment by either temper or impatience. But in other matters he was saturated by vanity, without tolerance for the stupidity or errors of others, without concentration of effort, and intensely combative. Such a man made enemies on all sides, and rashly gave them all openings to assail him. And thus it was that perhaps the greatest sailor save Nelson only, whom we ever produced had to leave the service, and gain his most splendid laurels under a foreign flag. Thus it was that he was snubbed, and insulted, and misunderstood, and made to drain the bitter cup of disappointment to the very dregs in spite of all his courage and genius.

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